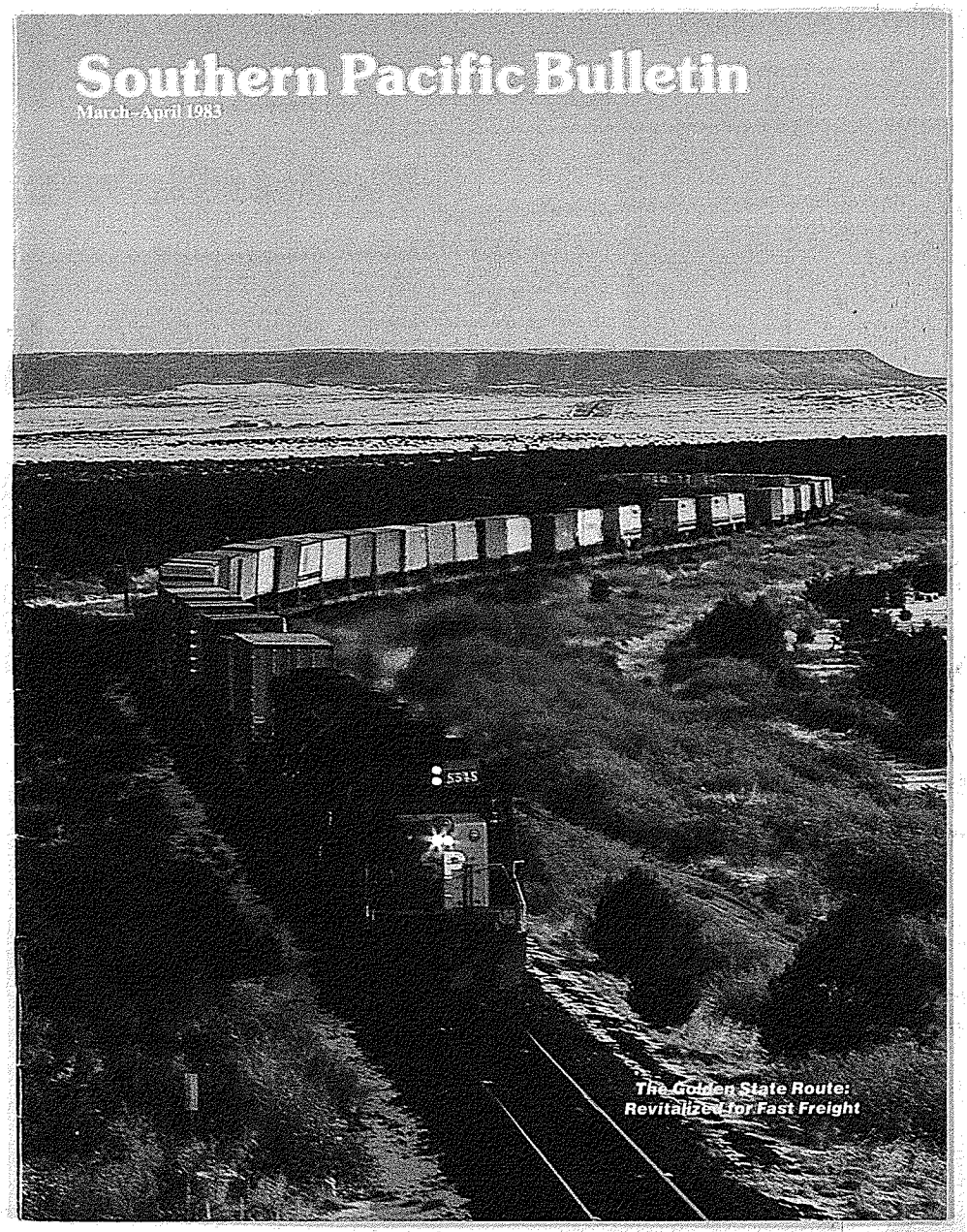
Southern Pacific Bulletin

March–April 1983



The Golden State Route: Revitalized for Fast Freight

SOUTHERN PACIFIC BULLETIN
Volume 67, Number 2
March–April 1983

COVER

Near Corona, New Mexico—the second highest summit on SP lines—an eastbound Golden Piggyback Express moves time-sensitive traffic over the Golden State Route, the shortest, single-line route between southern California and the Midwest. Photo: John Signor.

ROBERT B. HOPPE
Editor

EDITORIAL OFFICE
Southern Pacific Building • One Market Plaza
San Francisco, CA 94105 • (415) 541-1656

Published in San Francisco by the Public Relations Department for active and retired employees. Employees are encouraged to submit comments, story ideas and news items to the editor.

Member: Association of Railroad Editors and International Association of Business Communicators.

Mother Nature Messes with SP

A series of brutal storms that ravaged California in late February and early March knocked out important portions of Southern Pacific's railroad tracks and closed both main lines from the San Francisco Bay Area to Los Angeles for more than a week.

When it was over, Southern Pacific suffered total storm cost of about $13.5 million.

Most of SP's serious damage centered in southern California but extensive flooding was reported in northern California. At Gerber, Calif., north of Sacramento, 50 feet of the south end of the Elder Creek Bridge was washed out, halting main-line traffic for about 24 hours.

As the extent of the damage became clear on March 1, the Engineering Department established a 24-hour command center on the 10th floor of the General Office to coordinate the movement of men and materials.

On a giant map covering one wall of the center, engineers using different colored pens, pinpointed the washouts, flooding and slides. At one time during that hectic week there were so many notations that California looked like it was bleeding to death.

While northern California had its share of troubles, it was southern California that suffered the brunt of the storm.

In Los Angeles, for example, the week of storms dropped almost five inches of rain—bringing the season's total to nearly twice the normal amount and causing widespread destruction.

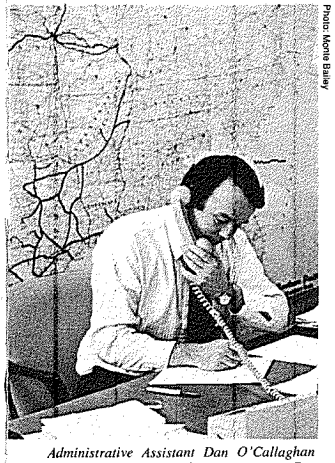
SP's Valley Line between Bakersfield and Mojave through the Tehachapi Mountains (which is shared with the Santa Fe Railway) was closed March 2 and did not reopen until March 10.

The Coast Line suffered a similar fate when a crucial 549-foot bridge at Surf, Calif., between San Luis Obispo and Santa Barbara, was severely damaged by raging flood waters. It took seven days to repair it.

Each morning the Operating Department's Daily Situation Report read like a battlefield casualty list. Here's only a part of the March 2 report on the troubles in the Tehachapi Mountains:

- MP 326.8: Walker Basin Creek washed out; 250′ long by 25′ deep on west end and 50′ long by 25′ deep on east end.
- MP 328.21: First crossing at Caliente Creek washed out; 850′ long by 25′ deep from west end of bridge. Entire dump gone.
- MP 348.4: Need 40 cars riprap.
- MP 356: Slide at Tunnel 17; 40′ long by 4′ deep.
- MP 369.3: Cameron washed out; 300′ long and 2′ deep, both tracks.

Photo: Morris Bailey



Administrative Assistant Dan O'Callaghan mans the phones at the Engineering Department's command center.

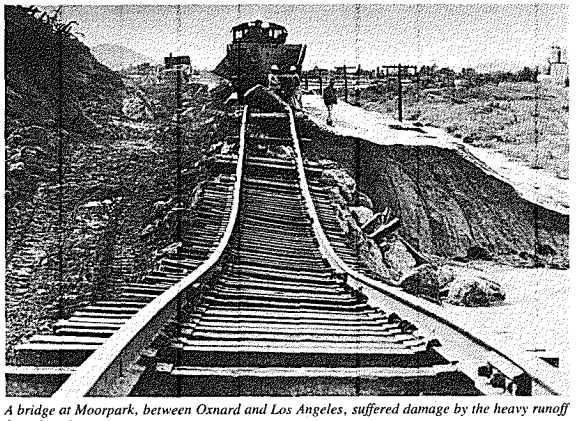
Two contractors and SP crews worked around the clock to rebuild the line. At the height of the Tehachapi operation, almost 100 pieces of heavy earth moving equipment—bulldozers, endloaders and scrapers—and more than 250 men were at the scene.

Scores of additional men and equipment throughout California were also battling Mother Nature to keep the trains running.

Total cost for track and equipment repairs, storm-related expenses and traffic losses was $13.5 million.

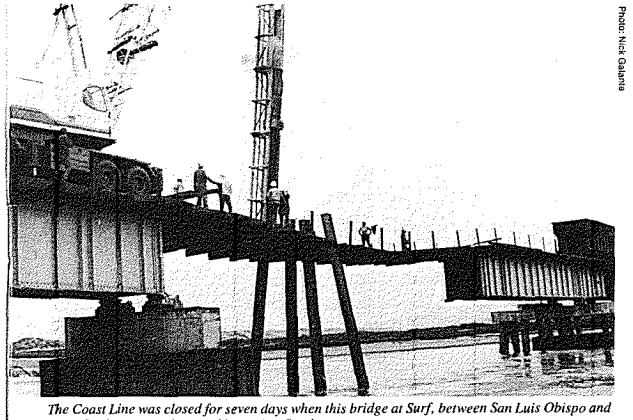
The storm caused an estimated $9.5 million in damages, with more than $5.4 million alone going to repair the

Photo: P.J. Quinton-Cox



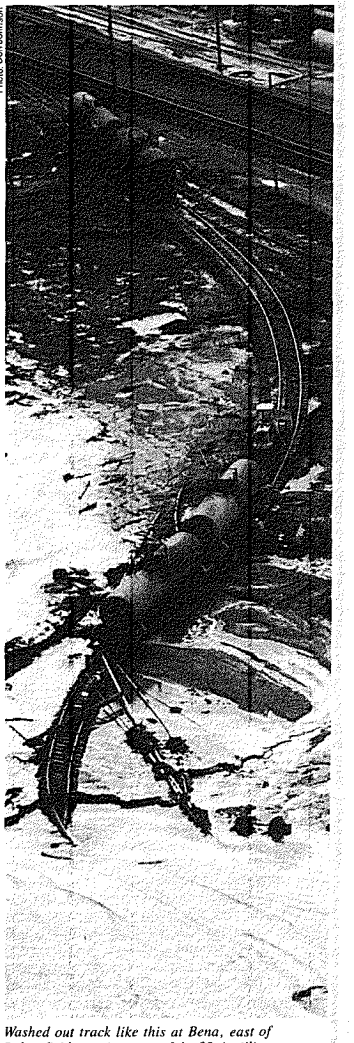
A bridge at Moorpark, between Oxnard and Los Angeles, suffered damage by the heavy runoff from the rains.

Photo: Nick Galante



The Coast Line was closed for seven days when this bridge at Surf, between San Luis Obispo and Santa Barbara, was damaged by raging flood waters.

Photo: Don Johnson



Washed out track like this at Bena, east of Bakersfield, was just part of the $5.4 million in storm damage in the Tehachapis.

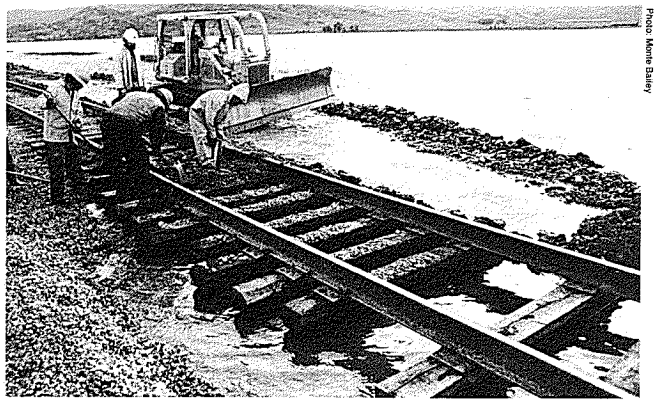


Photo: Monte Bailey

At Bahia, between Oakland and Sacramento, workers prepare to add riprap and ballast to track damaged by high winds and water in the Sacramento Delta.

SP's Helpful Donation Brings Food to Needy

When a freight car filled with 43 tons of potatoes arrived in early March, an editorial in the Eugene (Oregon) Register-Guard called it a "good illustration of private-government cooperation working for the public good."

The potatoes, grown in southern Oregon, had been damaged in harvesting and could not pass inspection for marketing. However, they were edible. Rather than dump them, the Klamath County farmer who grew them donated the spuds to Oregon Food Share, a nonprofit group.

Southern Pacific donated a freight car and its transporation services to move the potatoes from Merrill to Eugene, where the Oregon Food Share arranged to distribute the 86,000 pounds of potatoes to needy families in seven western Oregon counties. □

Tehachapis (Santa Fe will pay a portion of this cost). Traffic lost to other carriers or diverted to other railroads amounted to $3.3 million. In addition, operating costs to detour trains added up to about $740,000.

Since SP is self-insured, these losses will not be recovered.

Robert D. Krebs, president of Southern Pacific Transportation Company, toured the devastated areas in southern California and praised the spirit of the men who virtually rebuilt major portions of the railroad in about a week.

"We're proud of the efforts of the men and women who worked day and night to overcome the destruction of the recent floods, especially in southern California. Southern Pacific crews and support units moved aggressively on every front to reopen our mainlines. It was a tough and exhausting job and the result was a triumph of teamwork," Krebs says.

"We want to thank our shippers and the general public for bearing with us through the ravages of these storms, which probably were the worst in 50 years," he says.

Since January, California storms have flooded thousands of homes and caused more than $500 million in property damage. Additional millions of dollars in agricultural losses were expected to push that total upward, but state officials say it will be months before the full impact on the state's multi-billion dollar agricultural industry is known.

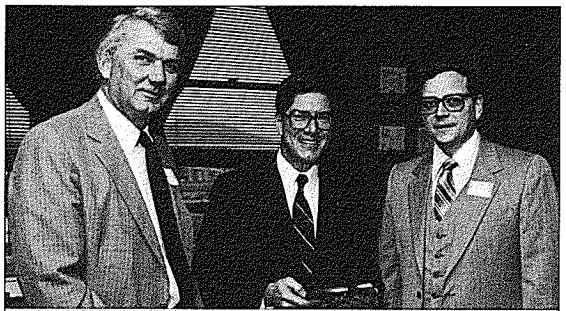
—Jim Loveland

Olympic Sponsor

Southern Pacific Company has been named an "Official Sponsor of the 1984 Olympic Games."

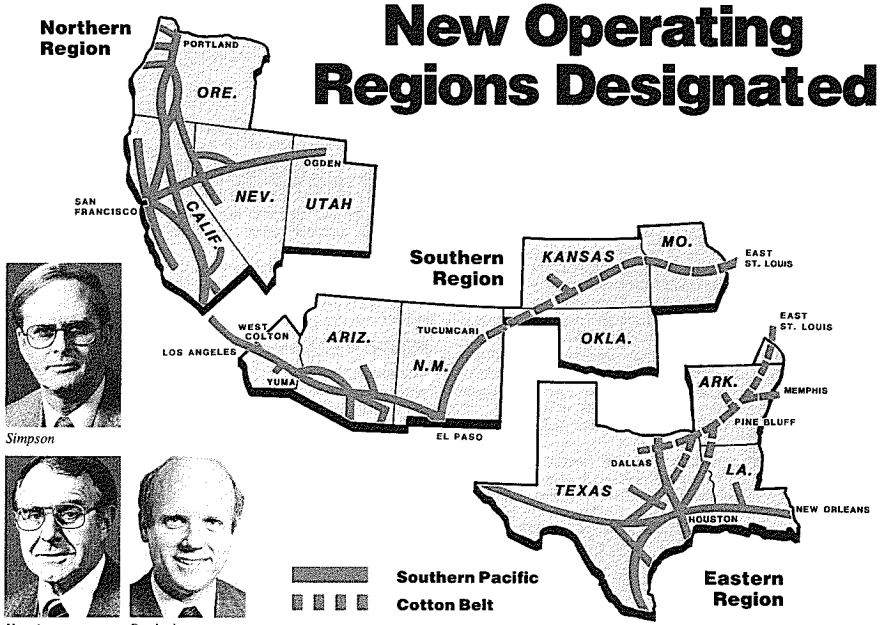
Southern Pacific will provide significant financial support for Olympic operations and a civic project, as well as various goods and services from its subsidiaries, including Ticor Print Network.

"Southern Pacific is a welcome addition to the small family of businesses that have stepped forward to help support the staging of the 1984 Olympic Games," said Peter Ueberroth, president of the Los Angeles Olympic Organizing Committee.



Shipper Appreciates SP's Service *The railroad's innovative approach for meeting the transportation needs of Kerr McGee Corporation were recognized when Kerr McGee officials Len Erickson (left), vice president-marketing, and Dave Weisel (right), general manager-transportation, presented SP Transportation Company President Rob Krebs with a commemorative plaque. SP's contracts allowed Kerr McGee to penetrate new markets, principally in the Southeast, through lower transportation costs.*

New Operating Regions Designated



Simpson

Hoenig

Bredenberg

General Managers Named for Northern, Southern and Eastern Regions

SP has divided its 14-state railroad operations into three management regions, each under the jurisdiction of a general manager.

Lloyd G.Simpson was named general manager of the Northern Region, which includes the Oregon, Sacramento and Western Division and a portion of the San Joaquin Division. He is the former assistant vice president-operations planning and control.

William C. Hoenig continues as general manager at San Francisco. He has jurisdiction of the Southern Region—the Los Angeles, Tucson and Kansas City Divisions, plus that portion of the San Joaquin Division from West Colton to Yuma.

Rollin D. Bredenberg is general manager at Houston, where he will continue to oversee the Eastern Region—the San Antonio, Lafayette, Houston and Pine Bluff Divisions.

William J. Lacy, SP's vice president of transportation, said the realignment will improve management for rail operations.

Under the previous system, the 13,645 miles of main-line track and more than 8,000 miles of additional track and sidings were divided into just two areas.

"It was simply too much for two general managers," Lacy said. "The addition of almost 1,000 route miles between New Mexico and St. Louis necessitated the change."

Simpson was Sacramento Division superintendent for more than five years and managed railroad operations in northern California, Nevada and Utah. He transferred to San Francisco in January 1980, as assistant general manager for California, Oregon, Nevada, Utah, Arizona, New Mexico and El Paso. Three months later he was named assistant vice president.

Simpson joined SP in 1959 and worked as a brakeman and conductor on the Western Division. In 1972, he was named assistant superintendent of the San Joaquin Division and became superintendent in 1974.

Hoenig, a vice president of the Cotton Belt, was appointed general manager last October.

Hoenig, a former chief operating officer of the Rock Island Railroad, joined SP in 1978 and helped oversee SP's acquisition and rehabilitation of the former Rock Island route between Tucumcari, N.M., and St. Louis.

Bredenberg joined Southern Pacific as a clerk at Brownsville, Texas in 1964, and held various positions during the next 10 years. In 1974, he went to the San Antonio Division as assistant superintendent and in 1977 transferred to Sacramento in a similar capacity.

He was named superintendent in 1979 of the Western Division and, a few months later, was appointed superintendent of the Houston Division. He was appointed general manager last July. □

Rugg

Tierney

Operating

Jerry A. Rugg has been appointed superintendent of the Tucson Division.

He succeeds **John J. Tierney,** who has been named a special assistant, a new position with headquarters at Tucson, with responsibilities throughout the Southwest and in southern California.

Tierney joined SP in 1953 after serving nearly 10 years with an Eastern railroad. He held SP management positions in California, New Mexico and Texas until his appointment as Tucson Division superintendent in March 1980.

As division superintendent based in Tucson, Rugg is responsible for railroad operations in Arizona, New Mexico and the El Paso area of west Texas. The division encompasses 2,500 miles of railroad.

Rugg, who hold a bachelor's and master's degree in civil engineering from Stanford University, started with SP in 1974 at San Francisco. He has held several positions with the Engineering Department in California, and since 1980 has been Regional Engineer at Los Angeles. He is a member of the Roadmaster's and Maintenance of Way Association of America and the American Society of Civil Engineers. □

Stewart

J. T. (Jack) Stewart has been appointed superintendent-Operations Planning and Control. He succeeds Lloyd G. Simpson, who was named general manager of the Operating Department's new northern region.

A life-long railroader, Stewart had 20 years experience on the Canadian Pacific and the Great Northern railroads before joining Southern Pacific in 1961 as a brakeman for the Pacific Electric Railway.

Two years later he was made a trainmaster, a position he also held on the Los Angeles, Sacramento and Tucson Divisions. He also served as assistant terminal superintendent on the Los Angeles and Sacramento Divisions.

In 1973, he was appointed assistant superintendent of Transportation and two years later, senior asst. supt. of Transportation. In 1977 he was named manager of OP&C, the position he held until his recent appointment. □

Traffic

Frank M. Guerin, asst. vice president-sales at Los Angeles, recently retired after 45 years of service.

Guerin joined SP in 1937 and held various Traffic Department positions in Oregon until he was appointed asst. district freight and passenger agent at Oakland in 1953.

In 1956 he was named asst. general freight agent at Los Angeles, and later served as traffic manager. He was appointed asst. vice president sales in 1975. □

Guerin

Public Relations

Antonio Aleman has been appointed public relations manager at Houston. He succeeds **Joseph L. Bart, Jr.,** who retired at the end of February after more than 40 years of service with the railroad.

Aleman is responsible for public relations activities for SP in Texas and Louisiana.

Prior to joining SP as assistant public relations manager in 1973, Aleman worked as a public relations consultant for the Houston Independent School District. A native of San Antonio, Aleman graduated from the University of Houston.

Bart, an attorney and an accredited member of the Public Relations Society of America, joined SP in 1942. In 1952 he took a leave of absence after graduating from St. Mary's University School of Law to serve as assistant criminal district attorney of Bexar County, Texas. He returned to SP in 1953 and was made public relations manager in 1959. □

Aleman

Bart

PMT System

Phil F. Baffert has been named vice president-sales for the PMT System, with headquarters in Burlingame, Calif. He is responsible for all sales activity in Washington, Oregon, California, Nevada, Arizona, Texas, Louisiana, Arkansas, Oklahoma, Missouri, Illinois and Wisconsin.

Prior to his new assignment, Baffert was assistant vice president-field sales. He has held many positions with PMT during his 26 years with the company including district sales manager for northern California and Nevada, and terminal manager at El Paso, Texas. He began his career with PMT as a a driver at Nogales, Arizona.

Baffert is a graduate of Woodbury University. □

Baffert

No Snarls, No Tangles

CTC helps smooth the flow of traffic while expediting schedules.

One-lane roads are something most motorists avoid. Today's drivers are more accustomed to four-lane freeways and two-way streets.

Railroaders, on the other hand, have learned how to make the most of a single railroad line. With good dispatching and well-situated sidings, single main-line track becomes a serviceable two-way street for moving freight.

Want to turn that two-way street into a freeway for freight? Add Centralized Traffic Control.

CTC increases a single line's capacity by setting up precise "meets" between trains. This in turn provides for better schedules and a smoother flow of traffic.

CTC uses computer-assisted dispatching, signaling and switching systems, together with longer sidings, to expedite our train schedules over important routes and traffic corridors.

"It makes the most of single, main-line track," explains Glen Wilson, engineer of signals at San Francisco, about this efficient method for directing railroad traffic. "With CTC, single track has nearly the capacity of double track. The enormous expense of building a second main line is eliminated."

Nevertheless, CTC is expensive to install. It requires a mini-computer or microprocessors, sophisticated consoles for dispatching, coded track circuits or cable wires, new switches and signals. Sidings have to be lengthened and microwave communications must be installed or upgraded.

For SP's principal routes, however, it's worth the investment. CTC's efficiencies make rail service more competitive by improving schedules and service—two important factors for attracting business to SP in today's deregulated rail industry.

SP has more than 3,700 miles of CTC installed on its main line. Two major installations were recently completed which added another 186 miles to the sys-

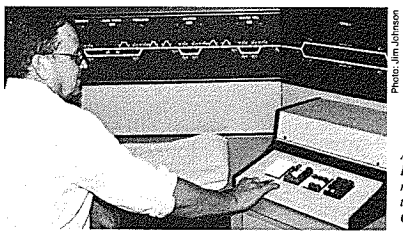


Photo: Jim Johnson

At Kansas City, Dispatcher Ray Ferguson directs train movements between Herington and Topeka using this CTC console.

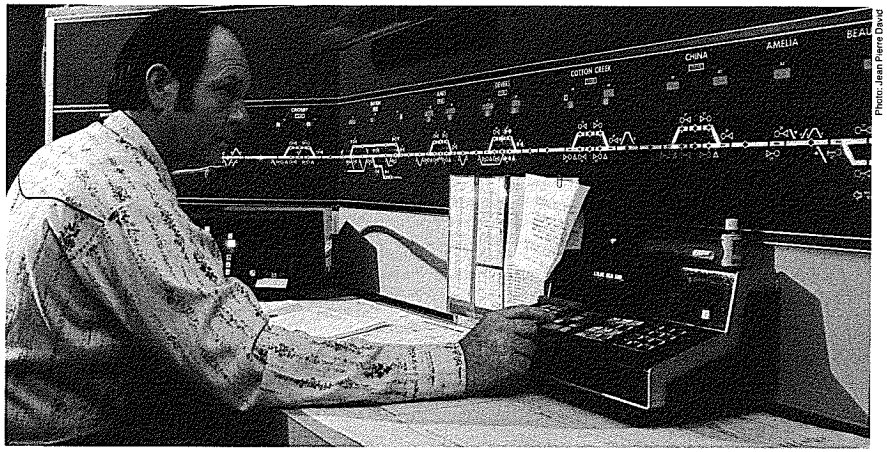


Photo: Jean Pierre David

tem total.

CTC has been installed along 83 miles of the Golden State Route between Topeka and Herington, Kansas on the Cotton Belt's Kansas City Division. The $7.3 million project was completed last year.

Along the Houston to New Orleans main line, 103 miles of CTC was added between Echo and Fauna, Texas on the Lafayette Division. This $22 million undertaking, completed during the first quarter of 1983, was begun in 1981.

The Texas Project

The CTC project between Echo and Fauna began shortly after Thanksgiving in 1981. About 230 workers—signalmen, electricians, mechanics, MofW personnel and others—were involved in this project which included:

- Construction of two new sidings at Ames and Cotton Creek.
- Extension of sidings at Fauna, Crosby and Echo.
- Installation of six prestressed concrete bridges.
- Construction of a new facility to house the process control computer, in addition to the dispatchers and other personnel at Lafayette, Louisiana.
- Installation of 27 power switches, 55 electric locks, microwave towers, and support communications equipment along the 103-mile route.
- Installation of 26 dragging equipment detectors and one hot box detector.
- Upgrading of crossing protection at selected crossings.

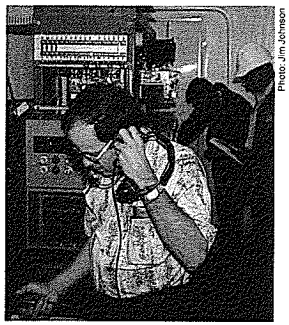


Photo: Jim Johnson

Top: At Lafayette, La., Dispatcher Alton Mitchell uses this track model board to control trains along 103 miles of track between Echo and Fauna, Tex. ***Above:*** *Roger Ricou, circuit designer at San Francisco, works on the CTC installation on the Kansas City Division.*

The project was completed on schedule using a technique called "critical path management."

According to A.H. "Freddie" Meyers, assistant engineer—design and construction at Houston, critical path management provides the "optimum use of manpower and equipment. It's a step-by-step plan for every phase of the project. The plans, drawn up months in advance, allow us to monitor our progress, both in time and money. It eliminates waste and makes the best use of time and resources."

Dispatchers located in Lafayette, Louisiana control trains along this stretch of track in east Texas where important petrochemical and intermodal traffic move over our lines.

The dispatcher sits in front of a track model board—a visual diagram of the main line, sidings, signals and switches controlled by CTC. The board has a clean, simple appearance. Multi-colored lights—indicators for normal train movements—are invisible until they are activated to display to the dispatcher the event taking place. As a result, the basic day-to-day operating lights are not lost in a clutter of other, auxiliary indicators.

"It definitely improves the quality of dispatching," says Jim Morrissey, chief dispatcher at Lafayette. "We've got 10,000-foot sidings about every 10 miles, which allows the dispatcher to efficiently maneuver the non-expedited trains out of the way of the expedited schedules. As a result, the transit times of non-expedited schedules show improvement, too."

CTC in Kansas

When SP received trackage rights over Missouri Pacific track between Kansas City and St. Louis in January, four more trains a day began using the Golden State Route: the shortest, single-line route between southern California and the Midwest. And the completion of the 83-mile CTC project between Herington and Topeka, Kansas, further enhances this route's competitiveness.

Installing CTC along this portion of the Golden State Route was made easier—and considerably less expensive—thanks to double track that had been built when this line belonged to the Rock Island.

After the Cotton Belt acquired this line in 1980, SP invested nearly $100 million to rehabilitate one set of tracks for its main line. The other set of tracks—much of which contains continuous welded rail—was used to make sidings ranging from 3½ to 14 miles in length that are needed for installing CTC. Train dispatchers at Kansas City control this portion of the Golden State Route.

Like its counterpart in Texas, this CTC operation features a Field Failure Automatic System. In case of a communications failure where the dispatcher is not able to control the signals and switches out on line, the system automatically lines up the trains on a first-come, first-served basis. Continued operation of the railroad in complete safety is guaranteed. In the past such communications failures would result in a virtual shutdown of operations until communications could be restored.

The automatic clearing system can also be activated by the dispatcher at times when his duties on other parts of the line may require his undivided attention.

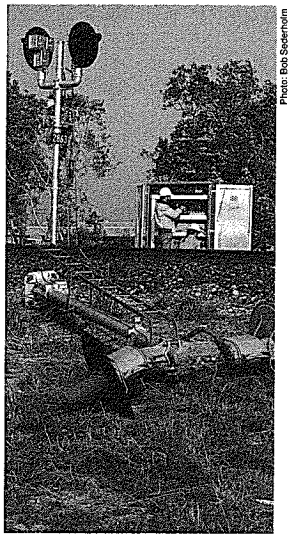


Photo: Bob Soderholm

New CTC signals have three separate lenses mounted within the circular black area and replace the old style (foreground) which used only one lens.

Another feature of this system is its use of microprocessors along the line to send information on train location, switch position and signal indication to the dispatcher. It is also used to accept commands from the dispatching office. Solid state recording devices, similar to those used by the airline industry as flight recorders, are located at all approach signals and controlled switch locations. These monitor and retain information out on line, including signal indications, switch positions and train locations.

SP's first CTC installation was completed in April 1930 between Stockton and Sacramento, California. Today, the great majority of our main-line routes are either double track or CTC to provide the expedited service many shippers require. The company's investment in this sophisticated traffic control system is a commitment to timely rail freight transportation. □

Second Opinion for Surgery Now Required For Certain Procedures

A recent change in the Railroad Employees National Health and Welfare Plan now requires a second surgical opinion for certain procedures. Employees covered by Travelers Insurance Contract GA-23000 should review carefully the following article.

Any surgery involves a risk and doctors do not always agree if surgery is necessary or about the type of surgery that should be performed.

Obtaining another surgeon's opinion is necessary to assure yourself and your covered dependents that the recommended surgery is required.

Recognizing the need and desirablity of second surgical opinions, the Railroad Employees National Health and Welfare Plan, GA-23000, was improved effective January 1, 1979 to permit covered individuals to obtain a second surgical opinion without cost.

In the recent national labor and management negotiations, agreement was reached to encourage greater use of the second opinion program. Effective April 1, 1983, a covered individual **must** get a second opinion prior to surgery to be eligible to receive payment under the Surgical Expense Benefits for non-emergency surgical procedures in the following general categories: breast, bunion, cataract, gall bladder, hemorrhoids, hysterectomy, hernia, knee, prostate, nose, tonsils and adenoids, and varicose veins.

If a second opinion is not obtained for a procedure in one of these general categories, the surgeon's reasonable charge and any charge for the administration of anesthetics will be covered only under the Major Medical Expense Benefits.

How will a covered individual know when the proposed surgical procedures require a second opinion?

If a non-emergency surgical procedure is recommended, obtain a second surgical opinion claim from the payroll distribution centers of the railroad, union offices or from a Travelers claim office and give it to the surgeon proposing to perform the surgery. The surgeon will be able to determine from the list of surgical pro-

(continued on page 22)

A Not-So-Common Working Man

A Railroader in the Texas House of Representatives

If it's Monday, Billy Clemons must be on the road again somewhere between the piney woods of east Texas and the state capital—Austin. He's got his pick-up truck packed with the things he'll need for a few days.

State Highway 21 is two lanes wide and 200 miles long and Clemons can tell you how far it is from Crockett to Old Dime Box, or where to find the best chicken-fried steak, the worst road repairs and, this time of year, the prettiest bluebonnets.

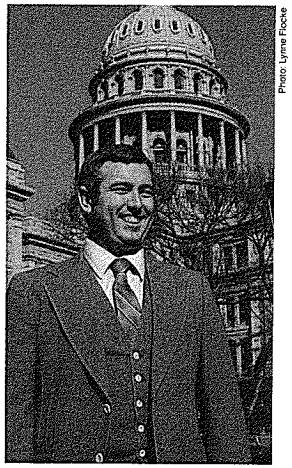


Photo: Lynne Flocke

The Texas State Capitol at Austin has been SP Clerk Billy Clemons' home away from home since January when he began his term as a member of the Texas House of Representatives.

In Austin, he skips his garage apartment for now and heads straight to work. His office is in a huge, rather oddly-shaped, domed structure built entirely of pink granite more than a hundred years ago. The Texas State Capitol is bustling this spring because the legislature is in session.

William (Billy) Joe Clemons, Jr., 35, second trick clerk for Southern Pacific at Nacogdoches, takes his seat among the attorneys, ranchers and businessmen who dominate the 150-member Texas House of Representatives. Clemons represents District 17, four counties (Angelina, Trinity, San Augustine and Sabine) located in the heart of the Texas pine forests near the Texas-Louisiana line.

"I'm a self-styled champion of the middle-class worker," he said recently in his fourth floor Capitol office.

And that is why this working man is serving as a state lawmaker with a weekly commute of over 200 miles.

"The middle-class worker is kind of getting squeezed out," said Clemons. "The rich people have plenty of representation and the poor people have representation, but nobody represents the middle class."

So he decided to do something about it. After mulling over his possible candidacy with his wife, Alea Lynn, and their three children, and after garnering some support from a few backers, he entered a nearly impossible race to win. His opponent in the Democratic Primary last May was incumbent Oscar Brookshire, owner of a chain of super markets in east Texas.

Clemons described the odds. "He had total name identification, all the money he could want, incumbency, everything. And here I was, a common working man. Nobody knew me. No money. No political connections. Nothing."

The so-called experts predicted that Clemons wouldn't be in the running at all. He spent six months waiting outside plant gates for shifts to change and hands to shake. He stood on street corners and knocked on doors to find people who would listen to his plans.

Everywhere he went he heard the same thing. "It's good that you're running," people would say. "I'd like to see you win, but you can't."

But enough of those people must have voted because Billy Clemons is in Austin now, helping to decide how Texas should appropriate its $30 billion biennial budget. After defeating Brookshire in the primary, Clemons sailed through the November general election with no Republican opponent.

In Texas, the legislature (consisting of 150 representatives and 31 senators) meets for five months (January through May) every two years, as well as in special sessions called occasionally by the governor.

Clemons is maintaining his clerk position with SP throughout the session, working weekend shifts. He joined the railroad in 1970, after serving in the Air Force. A native of Texas, he was born in Corpus Christi and grew up in small towns in east Texas where his parents taught school. He attended Angelina Junior College in Lufkin and Stephen F. Austin State University in Nacogdoches before joining the Air Force.

"You know, it's the middle class that has made this nation strong," said Clemons. "We're the ones that foot the bill. Back on my job at the railroad, every year I make more money, but every year, I also have a harder and harder time getting by on it. So I know that there's other middle-class working people feeling the same pressures."

Because both his parents are school teachers, it's not surprising that he considers improving education in Texas as a major concern of the current legislative session. Upgrading teacher salaries, lowering the classroom pupil-teacher ratio and changing the state's patchwork approach to education are issues close to his heart.

"I believe the education system is like a machine—it's only as good as the people who operate it. That's what they told us about the computers when they installed them on the railroad—that they're only as good as the people who operate them."

Among the bills he's introduced this session is one that would penalize employers of illegal aliens. Another would allow counties to charge a sales tax instead of a property tax; and another would prohibit the foreign ownership of Texas real estate. He's also one of several freshman house members who penned a bill to increase the general sales tax in Texas by another cent and give 100 per cent exemptions on homesteads, in effect, exempting homeowners from paying school property taxes.

Although he's not on the the Transportation Committee, he hopes to provide input on proposed legislation. His committee appointments for the session include Human Services and County Affairs.

After a week of meetings, hearings, sessions and appointments with lobbyists, reporters and constituents, Billy Clemons loads his pick-up once more for the drive home. On Thursday nights when he gets back home to Lufkin, he'll work in the family restaurant that he and his wife own and manage.

"Just down-home food," is the way he describes the fare. "Black-eyed peas, chicken-fried steak, biscuits and gravy . . ."

The next two days he spends handling train orders for Southern Pacific. Sunday he works the restaurant again. He's also served on the local school board, volunteer fire department and he coaches one of his daughter's youth baseball team. His wife coaches the other daughter's teams. Their three children are Collyn Alea (11), Carrie Lynn (9), and William Joe Clemons III (5).

"My wife is the one who's really working hard," he said. "She's the one that's keeping everything going while I'm gone." Alea also runs a day care center next door to their home—when she's not at the restaurant or in Austin with Billy and the kids.

Billy Clemons calls himself a common working man fighting for the plight of other common working people. That he works is undoubtedly true. But there's nothing common about Rep. Clemons.

—Lynne Flocke

Board of Directors Elects New Member

Kathryn D. Wriston has been elected a director of Southern Pacific Company.

Wriston

A member of the New York State Bar, Mrs. Wriston has served as a director of Federated Department Stores, Inc., since 1975, a director of Union Carbide Corporation since 1977, and a director of the American Arbitration Association since last year.

She has been a trustee of the Practicing Law Institute since 1975, a member of the Financial Accounting Standards Advisory Council since 1981, and is serving on the Financial Accounting Standards Board Task Force on Timely Financial Reporting Guidance.

Mrs. Wriston graduated cum laude from Smith College in 1960 and received her law degree from the University of Michigan Law School in 1963. She also studied at the University of Geneva and the Graduate Institute of International Studies at Geneva.

She has served as vice chairman and member of the Board of Trustees of Fordham University, and was a member in 1974 of the Little Hoover Commission to study the economy and efficiency of New York state government.

Mrs. Wriston and her husband, Walter B. Wriston, chairman of Citicorp, reside in New York City.

Labor, Management Reach Agreement On Program to Save Railroad Retirement

Faced with the imminent threat of collapse of the Railroad Retirement System because of exhaustion of cash reserves and borrowing power, representatives of railroad labor and management reached agreement on a program to save the system from insolvency at least through the next decade and probably indefinitely.

Spokesmen for labor and management said they set aside partisan interests and concentrated on their mutual interest in preserving the basic integrity of the system to assure no interruption or cut in the benefits of the approximately one million current beneficiaries as well as ensuring future benefits for active employees.

The Railroad Retirement Act requires the Railroad Retirement Board to take action to cut benefits in any year that it determines that its cash resources dictate such action. The Board will so notify the President and the Congress by April 1, 1983. The Board already has in progress regulations that would cut some of the Tier II benefits of present retirees an estimated 40 percent effective October 1, 1983, rising to an estimated 80 percent on October 1, 1984, unless something is done.

Acceptance by Congress of the agreement will avert the crisis. The spokesmen emphasized that there are several changes in the benefits that on the whole are significant to the rescue plan, but that should cause no pronounced effect on any individual. Some of these follow proposals of the bipartisan Social Security Commission. For example, there would be a six-month postponement of the July 1983 cost-of-living adjustment to January 1984 and subsequent COLAs would be in January of each year. Every beneficiary will still get a COLA, but it will be six months later than current schedules indicate.

Much of the new funding is provided by tax increases starting July 1984, with more increases in July 1985, and one more possible increase no earlier than July 1986. If all of the potential tax increases go into effect, the total increase would be 2.25 percent for employees and 3.50 percent for the railroads.

Labor and management pledged a maximum joint effort to obtain the full cooperation of the Congress in enacting the agreed upon program in its entirety. □

The Carrizozo Subdivision

The El Paso-to-Tucumcari portion of the Golden State Route is scheduled for $6.4 million of track rehabilitation work this year.

Illustrations and Photography by John Signor

The El Paso-to-Kansas City portion of the Golden State Route has some of the highest, straightest and busiest track to be found on the SP system.

Near Corona, New Mexico, the railroad reaches an elevation of 6,734 feet—the second highest summit on SP lines. The westbound track at Norden, in northern California's Sierra, is the highest at 7,033 feet.

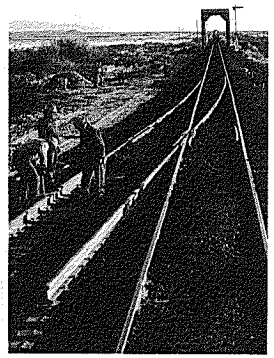
Between Guymon, Oklahoma and Dalhart, Texas, the track is as straight as an arrow for almost 72 miles. It is the longest stretch of tangent track on SP and the second longest in the United States.

And since January 6, when the Cotton Belt began operating trains between Kansas City and St. Louis over Missouri Pacific tracks, the Golden State Route has become one of SP's busiest corridors. This final link into St. Louis makes the Golden State Route the shortest, single-line route between the Midwest and southern California. Four trains a day carrying automobiles, perishables, intermodal and general merchandise traffic have been added to this route.

Cotton Belt received the trackage rights when the Interstate Commerce Commission approved the Union Pacific-Missouri Pacific-Western Pacific consolidation late last year.

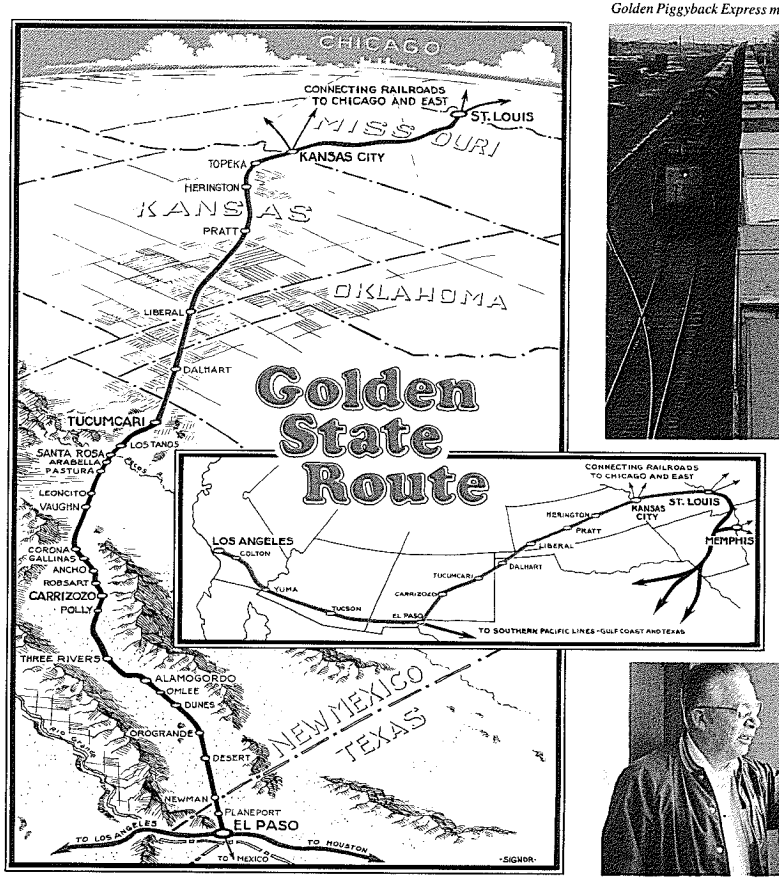
Between El Paso and Kansas City, the Golden State Route is covered by two operating divisions.

The Tucumcari-to-Kansas City portion, purchased from the bankrupt Rock Island in 1980, is on the Cotton Belt's Kansas City Division. In 1981 one of the largest track rehabilitation efforts in U.S. railroad history was completed along this 545 miles of track. Nearly $100 million was spent on rails, ties, ballast and communications. More recently, a new $7.3 million Centralized Traffic Control system (see related story on page 7) was installed between Topeka and Herington, Kansas. This revitalized segment now

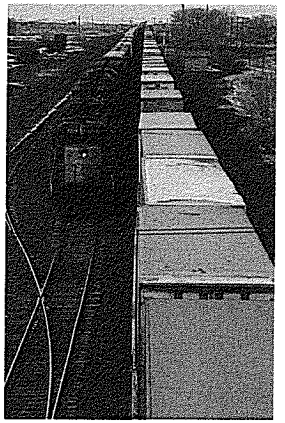


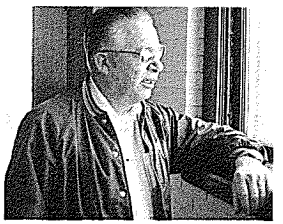
A switch is installed as part of the siding extension work at Three Rivers.

An eastbound freight heads toward Carrizozo.



The eastbound and westbound schedules of the Golden Piggyback Express meet at Carrizozo.





Jim Efaw has been road foreman of engines for the Carrizozo subdivision for five years.

The BSMFF—the Blue Streak Merchandise—makes a crew change at Tucumcari. The BSM is one of our expedited schedules that has been rerouted over the Golden State Route since January when Cotton Belt began operating trains between Kansas City and St. Louis over Missouri Pacific tracks.

permits trains to travel over it at top track speeds of 60 and 70 mph.

The El Paso-to-Tucumcari portion—part of the Tucson Division—is being upgraded this year.

The 330-mile-long Carrizozo subdivision—referred to as the "east line" among Tucson Division personnel—is scheduled to receive $6.4 million in improvements. This includes track, signal and bridge work to extend sidings at Vaughn, Three Rivers and Los Tanos; siding extension and yard track work at Carrizozo; and the installation of 75,000 ties and surfacing work along the line. Two additional sidings are planned.

At Carrizozo, which was recently designated as a new crew change point, a motel-like modular complex is under construction to provide crews with a place to rest at this away-from-home terminal.

Communities like Carrizozo and Tucumcari are benefiting from the increased railroad activity and the added personnel required to handle the schedules taking advantage of this efficient corridor.

According to Road Foreman of Engines Jim Efaw, employees are doing an excellent job of meeting the new demands along this portion of the Golden State Route.

"Engineers find this a challenging part of the railroad," Efaw says. "It's up and down all the way from Carrizozo to Tucumcari."

It's also a spectacular sight to see. SP's track follows the Tularosa Valley to Carrizozo. The rugged San Andreas Mountains are to the east; the rough, weather-scored Sacramento Mountains to the west.

The ghosts of the wild west are nearby, too. The siding at Omlee is named after O. M. Lee, a rancher who killed Pat Garrett in a dispute over water rights. Garrett, a former buffalo hunter and cowboy, is remembered as the Lincoln County sheriff who gunned down the most celebrated outlaw of the Southwest, Billy the Kid.

SP's expedited schedules rush past this land of enchantment as they make history on a revitalized Golden State Route. □

Signalman Rodny Leard works on the siding extension at Vaughn.

The History of the Golden State Route

What has become Southern Pacific's most efficient route between southern California and the Midwest was not conceived initially as a link between these two points.

The Chicago, Rock Island & Pacific Railway had laid tracks southwest out of Kansas City as far south as Liberal by 1888. Nearly 10 years later, in 1897, El Paso businessmen organized the El Paso & Northeastern Railroad to build northeast through the badlands to tap anticipated coal deposits in the Jicarilla Mountains of central New Mexico.

The idea to join with a road from the east came only after the coal deposits proved to be of insignificant value. Negotiations were finalized with the Rock Island which then built southwest from Liberal in 1901–02, while the El Paso & Rock Island Railway was organized to build beyond Carrizozo, New Mexico, to effect a connection. The two railroads met on the south bank of the Pecos River at Santa Rosa, New Mexico on February 1, 1902.

The completed line, with a summit of 6,724 feet near Corona, New Mexico, gained the distinction of being built along the lowest grade of any railroad line between Chicago and the West Coast.

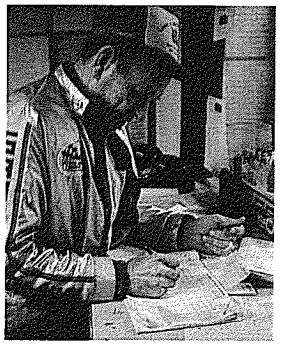
An exclusive passenger service was inaugurated during the winter season of 1902 between Chicago and California to take advantage of the new route. A prize of $100 in gold was offered for the most suitable name for the new train. The *Golden State Limited* was chosen and soon the railroad over which it traveled became known as the Golden State Route.

The El Paso & Southwestern Railway System (owned by the Phelps-Dodge interests) acquired the railroad from El Paso to Santa Rosa on July 1, 1905, and leased the track from there to Tucumcari — an additional 60 miles — in May 1907. Southern Pacific purchased the E.P.& S.W. system in 1924.

Over the years, Southern Pacific and Rock Island enjoyed a flourishing business along the line. Solid trains of colorful orange and yellow refrigerator cars, carrying the harvests of southern California, Arizona and the west coast of Mexico to midwestern markets were a Golden State Route hallmark. The prestigious *Gold Streak* led a list of fast westbound freights.

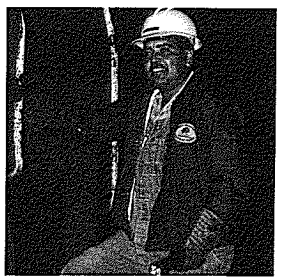
This year, the revitalized Golden State Route celebrates its 81st birthday and looks forward to a long and prosperous future. —*J. R. Signor*

Janis Magruder is the night operator at Alamogordo.



Locomotive Engineer Merle Parkhill signs the register at Tucumcari.

Conductor Jim Baum holds the #1 seniority spot at Tucumcari.



Onfre Sanches is roundhouse foreman at Tucumcari.

Rick Coca is the agent at Carrizozo.

Sales Accomplishments that Shine

Two-thirds of all the copper produced in the United States comes from a handful of huge mines scattered around the arid ranchland of southern Arizona.

Yawning, "open pit" mines and massive smelter complexes turn out the shiny, nearly indestructible metal used in everything from pennies to plumbing.

The daily movement of ore, concentrates, supplies and finished products for this desert industrial center is a very demanding task—but not too demanding for Southern Pacific to handle.

SP's district sales manager at Tucson, Calvin S. Monk, handles that task for SP every day—with personality and more than a little creative flair.

A 52-year-old Louisiana native who had spent his whole SP career in Texas, Monk arrived in Tucson in 1980 and immediately plunged into learning the intricacies and jargon of Arizona copper mining.

Ore and concentrates are moved by rail from mines to smelters and refineries for processing. The finished copper product, usually in the form of anodes, cathodes or rod, is then moved by rail to the customer. Meanwhile, the copper companies require large inbound movements of sulfuric acid, grinding media, truck tires, ore haulers, heavy machinery and many other items.

Used to working in SP sales districts with hundreds of smaller sales accounts, Monk found himself in a very different district where 70 percent of SP's revenue comes from six major companies producing one commodity.

"Having a limited number of very large customers allowed me to get far more involved with personnel, traffic patterns and the special requirements of the individual shipper," says Monk. "Not a day goes by that I don't talk to each company."

But, you might ask, how much salesmanship is really required when most of your business comes from a few big-volume customers? The answer: Quite a bit.

"We're competing with the truckers for every pound of traffic for the copper industry," says Monk. "None of our traffic here is what you could call 'captive' or guaranteed."

Not long after Monk's arrival in Tucson, deregulation and a green light for aggressive marketing from SP's management gave him new tools to win traffic for the railroad.

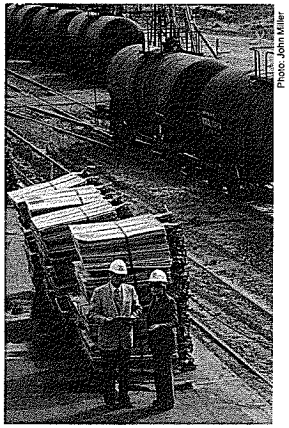


Photo: John Miller

District Sales Manager Calvin Monk and Ruth Alexander, director of traffic and finished products for Anamax Mining Co., are shown next to piles of copper cathodes at Anamax's Twin Buttes Mine south of Tucson. Tank cars of sulfuric acid shipped by SP are required for the mine's "oxides" processing.

One key element of deregulation—the freedom to negotiate long-term contracts with shippers—was put to the test earlier this year along with Monk's best sales skills.

After three months of negotiations, Monk landed SP a set of two-year contracts with Anamax Mining Company to handle several thousand carloads of acid from smelters in Arizona and New Mexico to the Anamax plant south of Tucson.

The contracts benefitted both SP and Anamax at a time when a severe recession and low copper prices had battered both companies and held revenues down.

Monk is the first to admit, of course, that SP teamwork contributed to the Anamax success story. He says colleagues like W.D. Jackson, J.A. Phillips and T.J. Hurley, all in the San Francisco Marketing Department, gave tremendous help.

In his own office, Monk has skilled assistance from Sales Representative Nick Sacco, Export Manager Steve Baquet and Clerk June Bell.

"We're selling dependable, long-range transportation programs with our contracts," explains Monk. "As a result of deregulation, we're able to write contracts to recapture traffic that our trucking competition had secured."

Monk's comments are typical of the aggressive, marketing-oriented attitude of SP's sales force under deregulation where SP must beat the competition in a free market environment.

"In the old days, we looked at our total tonnage and number of cars and figured that the economics would take care of themselves," Monk recalls. "Now we look at the net dollar contribution to our revenues from every carload we move and every contract we sign."

Nevertheless, Monk does not lose sight of the friendliness, attention to detail and homework that have always been an important part of a successful salesman's job.

"When Cal takes on something, you know you'll get an answer or get it done," says Ruth Alexander, director of traffic and finished products for Anamax. "He makes us feel that SP is very responsive."

"We've really been pleased with Cal's attention to our needs," says Maurice Holthaus, manager of traffic & transportation for Newmont Mining Company in Tucson. "I've found that there is nothing too small for him to handle—or too complicated, either."

This praise is echoed by Tony Kroha, manager of Southwest ore purchasing for ASARCO, Inc. in Tucson. "Cal does a really fine job for the copper industry," he says. "He's become very knowledgeable in the copper business, and many of our customers are quite impressed with the way he's been able to handle our transportation."

From Monk's 28 years of railroad sales experience, he has distilled a few words of advice for newcomers to SP's sales staff:

"When you walk into a place of business, you have to know everything you can about that business—what their needs are, what their competition is and what you can do for them. It's a matter of preparation, preparation . . . and perspiration."

—Rich Hall

Behind the Scenes

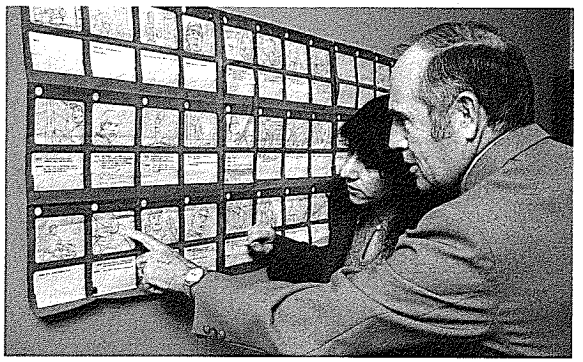
The Audio Visual Center's staff pool their talent to create a clever safety message.

There's a little bit of Norman in all of us.

The star of the new Safety Department videotape, "Operating Wheel Type Hand Brakes," (see related article on the back cover) is a lot like you and me. He knows the right way to perform his work, but sometimes he's in a hurry, so he takes shortcuts . . . shortcuts that might lead to an accident.

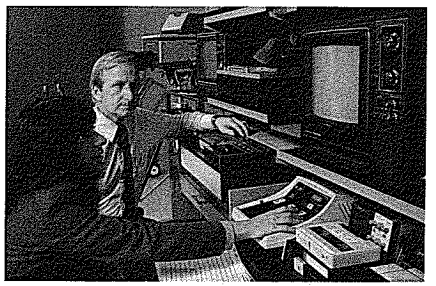
Norman, the creation of Audio Visual Specialist Gale Shumavon, is a believable character. And because audiences identify with him, they'll probably remember the important message: don't gamble with your own safety.

Shumavon, who does script writing, program development and production at SP's Audio Visual Center in San Francisco, became involved with the project early last year when Orville Pilcher, manager of employee safety, requested the AV Center's assistance in preparing some new safety messages.



Audio Visual Specialist Gale Shumavon reviews the storyboard for a videotape on safety with Orville Pilcher, manager of employee safety.

Photography by Monte Bailey



Audio Visual Manager Ron Rang and Gale Shumavon go over the best scenes that will be edited into the final form at a professional post production facility.

"I had some general areas about safety that I thought needed to be brought to the attention of employees," Pilcher says. "My only suggestions were that they should be very short and catchy. Beyond that, I wanted to hear AV's recommendations."

Ron Rang, manager of Audio Visual, turned the project over to Shumavon who met with the safety officers from around the system. The meetings resulted in a list of safety procedures that the group felt needed re-emphasizing.

Based upon the Safety Department's objectives and budget for the project, Shumavon recommended producing three videotapes, each about five to seven minutes in length, tied together by the theme "Don't gamble with your own safety."

The safety officers served as Shumavon's technical advisers during the script writing. "They got quite involved at this stage and were very helpful," she says.

While trying to cover all the rules pertaining to wheel type hand brakes in a simple, yet clever way, Shumavon and the safety officers realized that it would be necessary to briefly mention the rules for getting on and off a boxcar as well as the importance of body mechanics.

"There's a lot of give-and-take involved in writing a script that covers the essentials, but doesn't get bogged down in too much detail," Shumavon says. "Hundreds of decisions went into that 6½ minute script."

The completed script is used to develop story boards. Looking something like a cartoon strip, the story boards show how the script and visuals will work together and are often used to get approvals before filming.

Next a shot list is prepared. This list details camera angles and the type of shots (long, medium, close-up) to be used with each line of dialogue, every gesture or scene. These step-by-step instructions are the "recipe" that will be followed during the actual taping.

"A lot of preparation goes into the script, story boards and shot list," Shumavon says, "but it saves time and money to make changes at these stages, rather

Photo: Bob Morris

The AV Center works on hundreds of projects each year. On location, AV Specialist Monte Bailey uses a 16mm camera to film Forestry Manager Alan Engebretson in a scene about the Land Company's forest management program. AV Production Assistant Paula Husack assists with the microphone and "clap board"—a device to synchronize the sound with the film and to identify the scene being filmed.

than when shooting begins."

Prior to field production, Shumavon along with the cameraman scout locations.

Ray Tyler, supervisor of Audio Visual, who did some of the camera work on "Operating Wheel Type Hand Brakes" says: "We tried to make sure we had each type of hand brake available in one location to simplify the shooting schedule. As is always the case, we carefully looked over the rail equipment and location to be sure it met all the requirements."

They also check for sources of electricity to power their equipment, assess lighting conditions, and discuss the project with the SP people on location.

"We try to arrange our schedule so it's not too disruptive to the normal work routine," Rang says. "We let them know when we're coming, explain what we want to do and ask for their cooperation. Most SP people are interested in our work, so they often go above and beyond the call of duty to help us. We couldn't do our job without the support from the field."

The shooting schedule is often set up weeks in advance and the only detail left to chance is the weather. Although blue skies are preferred, the AV team works with what they have. In Norman's case, they settled for a high overcast.

While Norman was in front of the camera, the AV staff handled the behind-the-scenes technical aspects. Shumavon was the producer; Paula Husack served as production assistant; Ray Tyler and Monte Bailey handled the camera and sound. Each project is different and roles change from project to project.

The AV Center's staff is a group of versatile professionals. They can change hats—at the drop of a hat—to assist in the writing, production, direction, editing or photographing of a project, and do whatever it takes to get the job done.

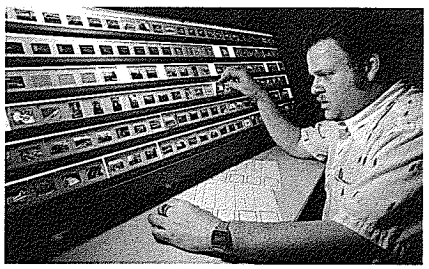
Despite a few re-takes, airplanes flying overhead that drowned out the dialogue, and one or two technical difficulties, all the scenes were completed in about three days.

Back at the AV Center, all of the videotape is reviewed and the best scenes are selected and made into a rough edit.

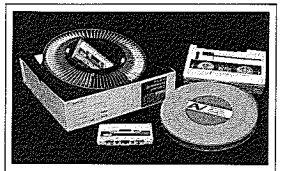
Next, professional post-production studios are used to make the final edit, add the narration and mix the sound.

From concept to completion, "Operating Wheel Type Hand Brakes" took considerable time and effort to produce. Yet if it prevents just one injury, it's worth it. □

Paula Husack and Supervisor of AV Ray Tyler set up the video camera. Videotape is economical to use for many AV projects.



AV Specialist Craig Markinson selects slides to illustrate a script for a slide-sound program that was requested by another department.



Audio Visual Center Communicates for SP

Using videotape, film or still photography, the AV Center's staff handles the communication needs for hundreds of projects at SP each year.

Last year, for example, Ron Rang and his staff of five audiovisual specialists, provided photographs to illustrate stories in the *SP Bulletin*, produced a six-projector, multi-image slide show for the Annual Stockholders' meeting, and handled the design, scripting and production for "Setting Pace for Tomorrow"—a film which shows SP's diversified activities. This film won a Distinguished Achievement Award from the Association of Railroad Editors. In addition, numerous videotapes and slide-sound programs were produced to support departments such as Sales, Marketing, Purchasing, Mechanical and Engineering, and to assist with training.

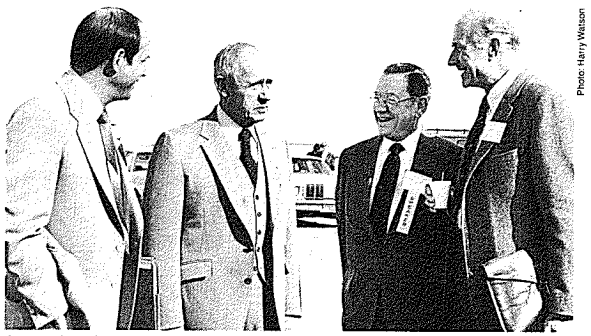
Not all communication programs are slick and use sophisticated techniques, Rang points out. Frequently, simple productions are used to meet short deadlines, make the best use of limited budgets, or communicate information that becomes outdated quickly.

"As a service unit," Rang says, "we're here to help other departments meet their communication needs by providing the best service we can within the customer's budget and time-frame. What we can't do in-house, we coordinate with outside vendors."

The AV Center library maintains a collection of safety, training and general information films and videotapes. Some are old; some new. Some, such as the safety films, are available for purchase; others are loaned out to schools, libraries and civic groups.

"This is one area that gets a lot of use and one we are trying to upgrade," Rang says.

Photo: Harry Watson



SP President Alan Furth (second from right) talks with Southern California Edison's Chairman and CEO William Gould (second from left). Larry Papay (left), SCE's vice president of advanced engineering, and Carel Otte (right), president of Union Geothermal Division of Union Oil, join in the discussion.

New Electrical Energy Source Dedicated

Southern Pacific Land Company and its partners, Union Oil Company of California and the Mono Power Company subsidiary of Southern California Edison formally dedicated the Salton Sea Geothermal Project on January 19.

SP Company President Alan C. Furth joined Fred L. Hartley, chairman and president of Union Oil Company of California, and William R. Gould, chairman and chief executive officer of Southern California Edison Company, as featured speakers at the dedication.

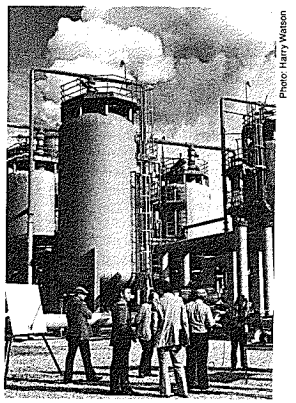
SP Land Company President O.G. Linde and representatives of the Land Company's Natural Resources Department were also present for the occasion.

More than 400 people—including local, county, state and federal officials—attended the ceremony held at the project's site near Niland, in southern California's Imperial Valley.

Southern Pacific has been working since 1970 and was later joined by the partners to harness the geothermal power of superheated brine deposits in this 30,000-acre area.

In July 1982, SCE's new 10,000-kilowatt power plant began generating electricity using these geothermal resources. The plant has been performing well above expectations and produces enough electricity to meet the needs of 9,200 Imperial Valley residents. □

Photo: Harry Watson



Visitors attending the dedication toured the Salton Sea Geothermal Project. After steam is removed from the hot fluids drawn from geothermal wells deep within the earth, the fluids are moved to these crystallizer tanks where they undergo the first step to prepare them for reinjection into an underground reservoir.

1982's FINANCIAL HIGHLIGHTS

Southern Pacific is one of the nation's largest diversified holding companies with assets of more than $5.5 billion. Last year's revenues exceeded $3 billion.

Southern Pacific activities include an integrated transportation system of railroads, trucking, intermodal services and petroleum and coal slurry pipelines; a nationwide communications unit, including the Sprint long-distance network; real estate development and natural resources management and exploration; and financial and printing services and leasing. The underlying strength and vitality of each of these business segments are the employees.

Although revenues and net income fell in 1982—a reflection of the worst business recession since World War II—SP set in motion a program of growth based, not only on a normal, cyclical recovery in the economy, but on strategic review and refocusing of corporate goals.

How are SP's revenues generated? What are some of the major expenses involved in operating these businesses? You'll find the answers here.

WHERE OUR REVENUES COME FROM

Railroad
$2,377,600,000

SP's 13,600-mile rail system transported 115 million tons of freight 70.7 billion ton-miles, generating revenues of $2.4 billion in 1982.

Communications
$393,400,000

SP Communications Co. covers the nation with its microwave and satellite communications network. SPC's Sprint system was handling more than 900,000 long distance calls each business day for its 535,000 business and residential customers at the end of 1982.

Real Estate and Natural Resources
$130,100,000

SP's land and natural resources subsidiaries own and manage 3.7 million acres of land and 1.5 million acres of additional retained mineral rights. This includes timberland, farmland, industrial real estate, numerous oil, gas, mineral and commercial leases.

Trucking
$104,800,000

The PMT System includes several divisions specializing in less-than-truckload, truckload, intermodal, special commodities and auto transport services.

Pipeline
$98,200,000

SP Pipe Lines is the largest common carrier of refined petroleum products in the West. Black Mesa Pipeline, an SPPL subsidiary, is the only operational coal slurry line in the U.S.

Other Income—Net
$132,400,000

Non-operating income from rentals of property by railroad subsidiaries; gains from sales of property; interest income; proceeds from the sale of federal income tax benefits; and other non-operating income.

Equity in earnings of
Unconsolidated Companies
$39,800,000

These earnings result principally from insurance, financial and printing services of Ticor ($15.7 million*) and leasing and related operations of Bankers Leasing and Financial Corp. ($21.1 million†).

TOTAL $3,276,300,000

*Ticor, the nation's largest title insurer, had revenues of $533.9 million and expenses of $518.2 million in 1982.

†Bankers Leasing and Financial Corporation had revenues of $90.6 million and expenses of $69.5 million in 1982.

HOW WE SPEND IT

Wages, salaries and employee benefits represent the largest portion of the Company's expenses. This includes compensation for vacations, holidays, sick leave and other paid absenses from work; medical, dental and life insurance; pensions and other costs.

Wages and Benefits
$1,176,700,000

This sum represents all other expenses not specifically itemized in other categories. A substantial portion of these costs are for casualty and other claims, and the rental of equipment and facilities.

Claims, Rents and Other Expenses
$782,600,000

The Company's total tax was more than 2½ times its net income in 1982. These taxes include federal and state income, railroad retirement and social security, property, sales and use, and unemployment compensation.

Taxes
$314,400,000

Locomotives used 313.5 million gallons of diesel fuel last year.

Fuel
$294,000,000

This figure covers the cost to operate and maintain equipment and facilities—from the pencils and paper in our desks to the cost of replacing rails, ties and other track materials.

Materials and Supplies
$235,900,000

Depreciation is a systematic method of allocating the cost of property to expense over its estimated useful life. Retirements consist of property sold or retired during the year.

Depreciation and Retirements
$211,800,000

The Company borrows funds to finance the purchase of property or equipment, or for general purposes. In 1982, interest expense on these loans was $135.7 million, net of $18.7 million capitalized.

Interest
$135,700,000

Shareholders who have invested their money in the Company, own SP. Dividends are the shareholders' cash return on that investment. Each share of stock received $2.60 in dividends in 1982.

Dividends
$72,500,000

This is the portion of our net income that is reinvested for future growth after payment of dividends to stockholders.

Reinvested
$47,600,000

In May 1982, the Company sold Southern Pacific Distributed Message Systems Co. (SPDMS), a communications subsidiary. SPDMS had a loss from operations of $1.0 million in 1982, and the sale resulted in a loss of $4.1 million.

Discontinued Operations
$5,100,000

In 1982...

- SP Pipe Lines transported 231 million barrels of refined petroleum products through its 2,784 mile of pipelines.
- Black Mesa Pipeline, the nation's only operational coal slurry line, handled a record volume of 4.8 million tons of coal.
- SP Development Co. announced plans for the 195-acre Mission Bay Development in San Francisco—one of the largest and most significant urban projects in the U.S.
- Bankers Leasing and Financial Corp. achieved its fifth consecutive year of record pre-tax income, including $3.6 million from the sale of federal tax benefits in 1982. Among Bankers' $498 million of leased assets are executive aircraft, automobile and truck fleets, computers, mining machinery and communications equipment.
- SP Company entered into an agreement with GTE Corp. calling for the sale of SP Communications Co. and SP Satellite Co. for approximately $750 million in cash. GTE will also assume the debt and other obligations outstanding at the time the transaction is consummated.
- Intermodal trailer and container loadings increased 24 percent—more than three times the industry average—generating $338 million, or almost 15 percent of total freight revenues.
- 1.4 million new ties, 129 miles of new rail and 159 miles of second-hand rail were installed around the system.

TOTAL $3,276,000,000

Second Opinion *(from page 9)*

cedures on the back of the claim form if the surgery being recommended requires a second opinion.

If a second opinion is required, the surgeon should complete part of the claim form. The covered individual should then complete the Patient and Employee section of the form and make an appointment for a second opinion with another surgeon of his or her choice. Your county medical association or the local Travelers claim office can furnish the names of area physicians who are surgical specialists.

The second opinion surgeon will review the claim form and any lab tests or X-rays furnished by the surgeon, perform an examination and discuss his or her recommendation with the patient.

If there is a conflict in the surgeons' opinions, the covered individual may secure a third opinion at no cost by completing another second surgical opinion claim form and taking it together with the original form to another surgeon.

The decision whether or not to have surgery will continue to be up to the patient. The second opinion program is intended to make more information available to assist covered individuals with this important decision.

Bulletin Board

Robert Stalcup, Sr., clerk in the freight agent's office at Grants Pass, Oregon, has been named a Distinguished Lieutenant Governor by Kiwanis International.

Eddie Tecktol, conductor at Tucson, was recognized by the American Red Cross for outstanding service to the community. He has served as chairman of SP's Tucson blood drive for 25 years.

Frank Guerin, recently retired assistant vice president-sales at Los Angeles, was honored at a luncheon for his 25 years of service to the Chamber Trade & Transportation Council of southern California.

Rene Diaz, rate clerk at Eagle Pass, Texas, has been appointed District Chairman of the Federation of Texas A&M University Mothers' Club.

Paul Hebert, area manager-intermodal services at New Orleans, has been elected a director of the Traffic and Transportation Club of Greater New Orleans for 1983.

Gary Brown, account executive at Portland, has been elected first vice-president of the Transportation Club of Portland.

Information Needed on T&NO Locomotive #745

Members of the Old Kenner Railway Association (OKRA) are restoring T&NO Steam Locomotive #745 and are looking for manuals, blueprints and anyone in the SP family who ran or fired this engine.

Bulletin readers who are familiar with the construction, maintenance or operation of this MK-5, 2-8-2 engine that was built in the Algiers Shops in 1921 should contact John Dalton (Avondale extension 250 or 216) or write OKRA at P.O. Box 1835, Kenner, LA 70063. □

Appointments

ACCOUNTING DEPARTMENT: At Los Angeles: **R. E. Black** *to manager, Los Angeles Zone.*

ENGINEERING DEPARTMENT: At San Francisco: **R. G. Snyder** *to office manager.*

OPERATING DEPARTMENT: At San Francisco: **E. S. Johnson** *to asst. to vice president-Transportation;* **Ms. W. H. Jones** *to administrative assistant.*

PMT SYSTEM: At Burlingame: **P. J. Baffert** *to vice president-sales;* **M. E. Hadley, Jr.** *to manager, freight claims.* At Texarkana: **J. H. Lantrip** *to terminal manager.* At New Orleans: **J. D. Ingle** *to terminal manager.* At Lafayette: **R. P. Girouard** *to terminal manager.*

SP LAND COMPANY: At San Francisco: **W. W. Ehri** *to asst. vice president-planning & administration.*

Natural Resources: At San Francisco: **T. K. Lloyd** *to asst. general manager;* **M. S. Sakato** *to senior asst. general manager.*

Real Estate: At San Francisco: **R. L. Mayer** *to senior land agent.* At Houston: **N. H. Yaklin** *to regional manager;* **D. H. Hanson** *to senior asst. regional manager.* At Portland: **B. T. Mullins** *to district manager.*

TRAFFIC DEPARTMENT: At San Francisco: **C. Weil** *to asst. to vice president-traffic administration;* **Ms. A. Z. Barta** *to asst. manager-forecasting;* **Ms. E. A. Law** *to economic analyst.*

Pacific Northwest Sales Territory: At Portland: **W. M. Jackson** *to account executive.*

Pacific Central Sales Territory: At Oakland: **W. D. Jarrell** *to district sales manager.*

Pacific Southwest Sales Territory: At Los Angeles: **S. G. Lautsch** *to asst. vice president-sales;* **M. D. Kolodziej** *to area sales manager;* **D. Smith** *to staff assistant;* **M. J. Pearce** and **R. P. Mignosa** *to district sales manager.* At Anaheim: **R. J. Carlson** *to sales representative.* At El Centro: **A. E. Hardyman** *to district sales manager.*

Midwest Sales Territory: At Chicago: **G. K. Higuchi** *to manager-international sales;* **E. K. Sewall** *to manager-customer service bureau;* **R. L. Holloway** *to account executive.* At Indianapolis: **F. J. Schmeltzer** *to district sales manager.* At Louisville: **D. A. Cummane** *to account executive.*

Southwestern Sales Territory: At Houston: **L. G. Park** *to manager-customer service bureau;* **M. Kelly** *to area sales manager;* **J. J. Sternagle** *to account executive.* At Strang: **W. J. Howard** *to district sales manager.*

Eastern Sales Territory: At New York: **W. R. Eilbracht** *to district sales manager;* **J. L. Brady** *to area sales manager;* **R. V. Rodino** *to account executive intermodal sales.* At Philadelphia: **P. H. Doller** *to account executive intermodal sales;* **J. F. Moller** *to account executive.*

Southeastern Sales Territory: At New Orleans: **T. J. Reynolds** *to district sales manager;* **J. E. Brewer** *to account executive.*

Cotton Belt Sales Territory: At St. Louis: **D. J. McGeein** *to account executive-intermodal sales;* **R. L. Grab** *to manager-sales administration.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: H. Algiene, *steno-clerk;* **C. C. Christie,** *tax accountant;* **W. P. Fleming,** *car distributor;* **W. E. Franks,** *file clerk;* **J. A. Hansen,** *equipment engineer;* **S. S. Hilden** *and* **C. Kinser,** *clerks;* **J. E. Newby,** *geotechnical engineer;* **J. J. Raineri,** *assistant-supervisor passenger service-Amtrak;* **A. R. Rath,** *draftsman;* **W. M. Robertson,** *news editor-Public Relations;* **W. F. Settle,** *special assistant-Public Relations;* **W. C. Styner,** *account auditor;* **K. E. Thomas,** *clerk;* **R. D. Tryor,** *assistant manager-OP&C;* **P. H. Welch,** *head cashier.*

HOUSTON DIVISION AND REPAIR PLANTS: B. L. Bishoff *and* **H. A. Boatman,** *carmen;* **M. J. Burleson,** *machinist;* **E. Bushnell,** *laborer;* **O. D. Capps,** *clerk;* **J. M. Collins,** *machine operator;* **R. Cunningham,** *assistant to superintendent;* **I. L. Glass,** *inspector;* **V. Jefferson,** *carman;* **M. Kershner,** *commerce analyst;* **E. J. Kocian,** *carman;* **J. E. Leonardos,** *signal gang foreman;* **H. D. Martinez,** *passenger car welder;* **W. Matthews** *and* **J. D. Morgan,** *clerks;* **J. D. Moore,** *laborer;* **O. L. Neelen,** *towerman;* **B. G. Patteson,** *locomotive engineer;* **C. F. Rodgers,** *rate clerk;* **A. A. Torres,** *assistant mechanical trainer;* **J. D. Weaver,** *brakeman;* **F. J. White,** *signal foreman;* **J. C. Young,** *carman.*

LAFAYETTE DIVISION: W. L. Cooper, *locomotive engineer;* **E. Girouard,** *bridge tender;* **R. Herline,** *car foreman;* **C. Hernandez,** *locomotive engineer;* **E. A. Jeunesse,** *clerk;* **L. J. Lassarre,** *agent;* **P. McGloire,** *locomotive engineer;* **V. P. Miller,** *machine operator;* **I. P. Peltier** *and* **P. A Traub,** *switchmen;* **J. St. Marie,** *bridge tender.*

LOS ANGELES DIVISION AND REPAIR PLANTS: H. B Aguirre, *laborer;* **B. T. Badgley,** *engine foreman;* **J. G. Barrios,** *truck driver;* **E. R. Buck,** *electrician;* **C. B. Burrows,** *district MofW manager;* **P. P. Carone,** *engine foreman;* **J. P. Covington,** *switchman;* **R. D. Diaz,** *laborer;* **S. W. Dixon,** *car inspector;* **C. H. Dunihue,** *locomotive engineer;* **E. J. Duquette,** *machinist;* **C. V. Elizarraras,** *laborer;* **H. T. Ethington,** *engine foreman;* **D. E. Fieber,** *clerk;* **C. V. Ford,** *switchman;* **M. J. Forgues,** *train order operator;* **J. A. Formet,** *brakeman;* **A. R. Hernandez, J. C. Herrera** *and* **E. J. Iniquez,** *laborers;* **F. R. Jolly,** *brakeman;* **E. S. Jones,** *machinist;* **C. Konjoyan,** *clerk;* **R. Knuckles,** *supervisor rail loading;* **T. S. Lockwood,** *machinist foreman;* **N. Pumar,** *yard helper;* **J. D. Rodriguez,** *air compressor operator;* **R. R. Salazar,** *laborer;* **V. A. Taliaferro** *and* **E. Wakayama,** *clerks;* **R. R. Wilson,** *electrician;* **M. V. Ybarra,** *foreman.*

OREGON DIVISION: R. O. Bilyeu, *regional administrator-Engineering;* **V. L. Christman,** *laborer;* **W. Cornelius,** *clerk;* **W. M. Ezell** *and* **H. C. Helgeson,** *conductors;* **C. H. Hightower,** *foreman;* **C. L. Key,** *cashier;* **L. P. Knecht,** *chief clerk-Traffic;* **L. H. Noah,** *conductor;* **G. S. Phipps,** *signal maintainer;* **R. H. Sisby,** *plant manager;* **R. J. Solheid,** *brakeman;* **W. A. Stoner,** *B&B foreman;* **S. F. Stroope,** *clerk;* **E. J. Ward,** *secretary to traffic manager;* **S. B. Ware,** *conductor;* **R. Williams,** *lift operator.*

SACRAMENTO DIVISION AND REPAIR PLANTS: K. D. Andrus *and* **E. F. Aswegan,** *locomotive engineers;* **L. R. Ayala,** *carpenter;* **F. R. Baroli,** *chief clerk;* **M. G. Basulto** *and* **P. P. Bravo,** *laborers;* **I. E. Bohn,** *clerk;* **S. J. Bushell,** *car foreman;* **H. H. Cates,** *plant manager;* **V. W. Coad,** *yard helper;* **M. E. Degroat,** *electrician;* **J. F. Edgett,** *locomotive engineer;* **J. L. Epps,** *clerk;* **H. J. Farr,** *signal maintainer;* **T. L. Ferrin,** *fuel oil attendant;* **N. E. Flores** *and* **E. Herrera,** *laborers;* **J. H. Hayes,** *brakeman;* **M. E. Hinde,** *yard helper;* **T. Hussey,** *brakeman;* **P. L. Kley,** *conductor;* **R. D. Leggett,** *brakeman;* **C. P. Marcum,** *crew dispatcher;* **J. B. McAdams,** *machinist;* **E. Mendoza,** *boilermaker;* **C. E. Mulford,** *brakeman;* **S. R. Pilosio,** *machinist;* **J. M. Podva,** *engine foreman;* **C. R. Robinson,** *conductor;* **W. H. Robinson,** *chief clerk-Traffic;* **G. Spikes,** *carman;* **P. R. Valdivia** *and* **J. E. Villicana,** *laborers;* **A. J. Vlaovich,** *machinist;* **F. A. Wall,** *signalman;* **J. P. Werrell,** *brakeman.*

SAN ANTONIO DIVISION: R. B. Boysen, *switchman;* **J. T. Everett,** *locomotive engineer;* **M. Femet,** *porter;* **J. R. Garcia,** *laborer;* **H. Q. Grizzard,** *senior assistant engineer;* **J. Hernandez,** *stevedore;* **R. J. Hubenak,** *clerk;* **J. N. Jordan,** *switchman;* **J. E. Liles,** *conductor;* **J. Maldonado,** *car inspector;* **E. M. Martinez,** *messenger;* **L. Simon,** *engine foreman;* **P. Soto,** *secretary.*

SAN JOAQUIN DIVISION: J. J. Bowman, *brakeman;* **J. F. Carl,** *equipment installer;* **C. E. Goss,** *car inspector;* **R. M. Lopez,** *tamper operator.*

TUCSON DIVISION: R. D. Barker, *general yardmaster;* **J. J. Berlin,** *conductor;* **W. H. Cardiff,** *brakeman;* **A. Chapa,** *laborer;* **A. E. Dorame,** *car inspector;* **C. L. Harvey,** *assistant chief clerk;* **M. N. Hernandez,** *truck driver;* **R. C. Herrera,** *foreman;* **C. K. Isermann,** *mechanic;* **A. T. Jones,** *shovel engineer;* **R. F. Kaveloh,** *train clerk;* **W. J. McClelland,** *conductor;* **M. T. Moore,** *clerk;* **V. M. Ochoa,** *car inspector;* **M. A. Newell,** *truck driver;* **R. J. Nichols,** *locomotive engineer;* **G. J. Riegert,** *regional budget manager;* **J. D. Selleck,** *locomotive engineer;* **J. R. Shearin,** *conductor;* **L. G. Stover,** *clerk;* **D. A. Thomas,** *agent.*

WESTERN DIVISION: R. L. Ambrose, *electrician;* **S. G. Burris,** *pipefitter;* **D. C. Clare,** *car foreman;* **M. R. Corona,** *laborer;* **E. E. Collins** *and* **J. J. Delacruz,** *car inspectors;* **V. R. Grinfelds,** *electrician;* **D. A. Harding,** *general yardmaster;* **J. E. Hine,** *manager-Commissary;* **Z. Kadluboski,** *yard helper;* **M. J. La Fave,** *carpenter;* **M. T. Lipanovich,** *clerk;* **R. Martinez,** *air compressor operator;* **J. B. Munson,** *conductor;* **E. R. Stone,** *district MofW manager.*

COTTON BELT: *Kansas City Division:* **R. A. Betros,** *clerk;* **D. L. Davis,** *brakeman;* **P. A. Gendre,** *laborer;* **B. G. Hollenbeck,** *carman;* **H. A. Huckleberry,** *senior rate service representative;* **C. D. Kelsay,** *switchman;* **M. H. LaRue,** *locomotive engineer;* **K. E. Simons,** *conductor.* *Pine Bluff Division:* **J. L. Blanks,** *truck driver;* **M. Butler,** *laborer;* **J. G. Earl,** *car clerk;* **D. L. Edwards** *and* **L. T. Gipson,** *clerks;* **L. Keistler,** *laborer;* **J. D. Kjer,** *brakeman;* **C. E. Moore,** *switchman;* **C. B. Rice,** *assistant chief clerk;* **E. R. Simmons,** *area engineer;* **G. R. Slocum,** *signal maintainer.*

THE PMT SYSTEM: E. J. Brooks, *supervisor mail, file & duplicating, Burlingame;* **J. D. Deming,** *foreman, Dallas;* **W. D. Dent,** *maintenance manager, Oakland;* **E. S. P. Farah,** *maintenance manager, Dallas;* **V. Kushner,** *assistant vice president-Accounting Services, Burlingame;* **D. T. Lehman,** *maintenance manager, Los Angeles.*

NORTHWESTERN PACIFIC: L. N. Brewer, *foreman;* **C. E. Flanagan,** *district MofW manager, Eureka.*

Deaths

DALLAS DIVISION: Pensioner: W. D. Lander, *telegrapher-clerk.*

GENERAL OFFICE, SAN FRANCISCO: Pensioners: B. A. Ashburn, *confidential clerk;* **C. D. Berry,** *traveling auditor;* **E. Dunford,** *driver-mail clerk;* **C. N. Eib,** *timekeeper;* **A. F. Ferra,** *staff auditor;* **B. M. Fitzgerald,** *agents accounts clerk;* **E. G. Fitzpatrick,** *assistant general public relations manager;* **D. I. Haskins,** *payroll control clerk;* **C. W. Jones,** *senior cashier;* **E. W. Marsh,** *voucher certifier;* **F. R. McDermott,** *senior rate clerk;* **W. H. Stone,** *chief special agent.*

HOUSTON DIVISION AND REPAIR PLANTS: M. B. Brinson, *rodman;* **K. C. Burlew,** *clerk;* **J. B. Simmons,** *roadway machine operator;* **P. L. Springer,** *carman.* **Pensioners: J. Allen,** *carman helper;* **O. Ayers** *and* **W. Boutte,** *laborers;* **H. Beck,** *hostler;* **J. L. Chevalier,** *car inspector;* **R. F. Cousins,** *yard helper;* **F. P. Danna,** *locomotive engineer;* **J. C. Delo,** *laborer;* **T. D. Delpesce,** *asst. stationery storekeeper;* **W. K. Edwards,** *clerk;* **G. A. Finn,** *switchman;* **H. H. Frizell,** *machinist;* **W. Gussett,** *chef;* **J. W. Hazlip,** *yardman;* **O. R. Henderson,** *laborer;* **H. Kowalski,** *boilermaker;* **B. Phillipus,** *carpenter;* **R. G. Schultz,** *special assistant engineer;* **I. J. Slansky,** *switching clerk;* **H. R. Trahan,** *freight carman;* **E.E. Tucker,** *carpenter;* **D. Talley** *and* **F. J. Whitfield,** *laborers;* **I. L. Willingham,** *sergeant.*

LAFAYETTE DIVISION: H. T. Scruggs, *general clerk;* **C. Steward,** *train dispatcher.* **Pensioners: R. J. Arceneaux,** *brakeman;* **H. Beadle,** *locomotive engineer;* **O. J. Bujol,** *foreman;* **N. A. Bonnet** *and* **R. Comeaux,** *laborers;* **F. E. Katicich,** *freight carman; welder;* **H. A. McNab** *and* **C. L. Vincent,** *car inspectors.*

LOS ANGELES DIVISION AND REPAIR PLANTS: R. H. Brown, *machinist;* **J. A. Ollivierre,** *window washer;* **G. L. Wallis,** *train clerk.* **Pensioners: T. C. Andrade,** *painter helper;* **A. J. Barker,** *locomotive engineer;* **S. G. Barisich,** *conductor;* **E. L. Barnett,** *livestock inspector;* **D. D. Bootes,** *electrician;* **C. B. Burrows,** *district MofW manager;* **C. D. Calzada** *and* **F. Cole,** *laborers;* **S. H. Carr,** *waiter;* **J. R. Chavez,** *machinist;* **R. M. Collins,** *conductor;* **V. L. Cornelius,** *locomotive engineer;* **A. Detwiler,** *machinist;* **C. Dorkins,** *chair car porter;* **J. A. Eastman,** *train clerk;* **A. C. Equitz,** *operator;* **A. Evans,** *electrician;* **A. A. Fisher,** *machinist;* **A. A. Gammans,** *locomotive engineer;* **P. G. Guerrero,** *laborer;* **J. B. Hampton,** *machine operator;* **J. W. Heatherington,** *brakeman/conductor;* **M. Herrera,** *machinist helper;* **W. J. Herter,** *boilermaker;* **S. E. Higby,** *machinist;* **E. J. Hillings,** *agent-telegrapher;* **N. F. Hoffman,** *foreman;* **L. H. Keene,** *trainman;* **D. C. Kutsch,** *mechanical inspector;* **G. H. Lambert,** *locomotive engineer;* **G. G. Martine,** *hostler;* **L. Perez,** *laborer;* **W. E. Philippe,** *chief clerk;* **W. R. Richmond,** *conductor;* **J. Ross,** *car inspector;* **J. Sandoval,** *laborer;* **H. E Schempf,** *machinist;* **C. M. Sheetz,** *district communications supervisor;* **M. F. Siders, H. D. Simmons** *and* **N. F. Smith,** *locomotive engineers;* **P. E. Sipes,** *inspector;* **B. L. Smith,** *clerk;* **D. R. Spainhour,** *water service repairman;* **J. S. Taggart,** *brakeman;* **H. F. Van Fleet,** *locomotive fireman;* **E. W. Weger,** *carpenter;* **D. Workman,** *chef;* **S. L. Wortman,** *conductor.*

In Memoriam

Emmet G. Fitzpatrick, retired assistant general public relations manager, died January 21, 1983 at San Jose, Calif.

Mr. Fitzpatrick, who retired in 1964 after 43 years of service, was involved in community relations and represented SP in many San Francisco community matters. He was an active member of the Downtown Association, the Convention and Visitors Bureau, the Council of the Navy League and an honorary life member of the San Francisco Press Club.

★ ★ ★

Hobson E. Ferguson, whose conferences in human relations were attended by thousands of Southern Pacific people during the quarter century following World War II, died January 24, 1983 at San Rafael, Calif.

"Hob," as he was affectionately known throughout the railroad and affiliated companies, was a pioneer in the field of supervisory and public contact training in industry. He was the author of numerous booklets used by corporate training programs throughout the United States.

OREGON DIVISION: E. Lewis, *trackwalker;* **C. R. Olvera,** *warehouse foreman.* **Pensioners: A. C. Case,** *carpenter;* **R. V. Conley** *and* **D. R. Corcoran,** *switchman;* **E. E. Dorman,** *car repairman;* **R. C. Feikert,** *carpenter;* **D. E. Firth,** *clerk;* **E. Frazier,** *car inspector;* **M. R. Friberg,** *trainmaster-road foreman of engines;* **R. E. Green,** *foreman;* **C. H. Greene,** *machinist;* **W. L. Groner,** *clerk;* **M. R. Gulsvig,** *car inspector;* **H. M. Harrington,** *telegrapher-clerk;* **H. B. Hawkins,** *carpenter;* **C. L. Kiphart,** *paint foreman;* **E. E. Lugo,** *foreman;* **H. L. McGhee,** *laborer;* **D. E. Neal** *and* **C. H. Nevins,** *locomotive engineers;* **M. J. Newbold,** *carman;* **H. D. Robinett,** *yardmaster;* **E. G. Sconce,** *and* **C. L. Simmons,** *machinists;* **H. J. Shephard,** *switchman;* **E. L. Smith,** *crew dispatcher;* **S. B. Tiner,** *laborer;* **B. B. Young,** *machinist.*

SACRAMENTO DIVISION AND REPAIR PLANTS: Pensioners: H. N. Amundsen, *conductor;* **E. R. Britton,** *locomotive engineer;* **W. W. Burgess,** *machinist;* **E. O. Callen,** *signalman;* **E. L. Corry,** *car foreman;* **T. De Bonis,** *machinist;* **R. H. Cameron** *and* **F. Eddards,** *carmen;* **G. Glenger,** *train clerk;* **C. E. Gnevo,** *locomotive engineer;* **J. E. Graham,** *telegrapher;* **M. A. Grunwald,** *assistant accountant;* **W. H. Headrick,** *switchman;* **R. M. Horton,** *general foreman;* **R. R. Hoyes,** *chief clerk;* **W. J. Hunt,** *molder;* **G. M. Johnston,** *blacksmith;* **J. C. Kimbrell,** *machinist;* **F. G. Lopez,** *laborer;* **L. Martinez,** *loader;* **M. Massa,** *schedule foreman;* **M. H. McClure,** *brakeman;* **R. W. McManus,** *assistant to superintendent;* **J. C. Menchaca,** *carman;* **V. Mikulin,** *crane foreman;* **J. Munoz,** *foreman;* **J. J. Navarro** *and* **E. G. Newberry,** *laborers;* **F. M. Nielson,** *car inspector;* **T. Olsen,** *machinist;* **J. E. Page,** *conductor;* **J. F Paiva,** *passenger car painter;* **R. T. Price,** *upholstery helper;* **A. Riddle,** *crane engineer;* **C. V. Rinella,** *passenger carman;* **R. L. Robertson,** *carpenter;* **H. Sylvester,** *electrician;* **W. R. Stelter, H. W. Stolz** *and* **E. E. Thurman,** *locomotive engineers;* **J. F. Vela,** *shipping & receiving clerk;* **E. B. Ward,** *conductor;* **R. E. Wardleigh,** *locomotive engineer.*

SAN ANTONIO DIVISION: B. W. Potter, *brakeman.* **Pensioners: M. Acero,** *laborer;* **G. L. Brown,** *conductor;* **A. L. Cain,** *locomotive engineer;* **W. M. Elmer,** *engine foreman;* **J. A. Flores** *and* **G. L. Garteiser,** *machinists;* **A. F. Harvey** *and* **J. T. Johnston,** *foremen;* **H. H. Jordan,** *conductor;* **J. S. Jordon,** *clerk;* **A. C. Jurica** *and* **S. Langley,** *locomotive engineers;* **E. A. Kollar,** *yard helper;* **R. O. Leclerc,** *traffic representative;* **J. D. May,** *locomotive engineer;* **F. M. Mills,** *telegrapher-clerk-towerman;* **P. G. Martinez,** *laborer;* **W. W. Persons,** *yardman;* **N. A. Renken,** *foreman;* **C. W. Sandberg,** *brakeman;* **W. J. Simmons,** *locomotive engineer;* **J. F. Wheeler,** *train porter.*

SAN JOAQUIN DIVISION: C. H. Miller, *assistant chief yard clerk.* **Pensioners: M. F. Gonzales,** *sheet metal worker;* **R. M. Hughes,** *boilermaker;* **E. C. Metcalf,** *agent-telegrapher;* **R. G. Mattson** *and* **C. Nielson,** *locomotive engineers:* **C. R. Sanders** *and* **J. F. Troncozo,** *laborers.*

TUCSON DIVISION: F. S. Anaya, *assistant chief dispatcher.* **Pensioners: O. F. Alexander,** *red cap porter;* **M. Arenivar,** *laborer;* **J. A. Baca,** *supplyman;* **J. B. Baker** *and* **W. W. Boudreaux,** *conductors;* **W. C. Cargile,** *locomotive engineer;* **F. A. Gonzales,** *brakeman;* **C. V. Hager, L. H. Hatfield** *and* **E. E. Hougland,** *locomotive engineers;* **D. W. Hashbarger,** *head claim clerk;* **L. F. Hempelman,** *carpenter;* **P. Medina,** *laborer;* **W. M. Newell,** *foreman;* **R. L. Nowell,** *locomotive engineer;* **E. L. Page,** *chief timekeeper;* **F. B. Potts,** *conductor;* **E. F. Prewitt,** *locomotive engineer;* **W. H. Purcell,** *lead signalman;* **K. E. Ross,** *traffic representative;* **W. C. Sipes,** *signal maintainer;* **L. M. Sullivan,** *brakeman;* **F. L. Smith** *and* **S. D. Thurston,** *locomotive engineers;* **E. Van Dyke,** *engine foreman;* **P. Valverde,** *car inspector;* **L. R. Walker,** *conductor;* **D. F. Wooten,** *foreman;* **W. Yelverton,** *locomotive engineer;* **G. Zalvala,** *laborer.*

WESTERN DIVISION: S. L. Brown, *clerk;* **W. H. Squires,** *switchman;* **J. M. Washington,** *brakeman/switchman.* **Pensioners: M. Aguilar,** *laborer;* **A. J. Anderson,** *chief yard clerk;* **H. V. Anderson,** *yard helper;* **B. J. Archer,** *yardman;* **W. J. Bennett,** *mail foreman;* **C. S. Brown,** *conductor;* **C. W. Brown,** *lead car inspector;* **J. A. Downs,** *locomotive fireman;* **J. C. Dunagan,** *conductor;* **W. D. Duncan,** *switchman;* **E. E. Ferguson,** *yardman;* **G. W. Geantit,** *freight handler;* **M. Goodwin,** *agent-telegrapher;* **E. C. Graham,** *assistant chief clerk;* **O. H. Hazlett,** *conductor;* **M. Hernandez,** *laborer;* **C. D. Hicks,** *waiter;* **R. C. Hicks,** *pipefitter;* **C. Jamieson** *and* **J. R. Johnston,** *conductors;* **C. C. Kallas,** *car inspector;* **G. C. Kupp,** *industry clerk;* **R. O. King,** *telegrapher-clerk;* **G. A. Kirkland,** *signal maintainer;* **D. G. Marinangeli,** *boilermaker;* **S. Maxwell** *and* **M. M. Medeiros,** *locomotive engineers;* **J. W. Middleton,** *machinist;* **M. Mahoney,** *general foreman;* **E. E. Moore** *and* **J. H. Nicholson,** *switchmen;* **I. Oieda,** *laborer;* **F. Polito,** *claim inspector;* **G. Pucci,** *picker;* **C. D. Schubert,** *machinist;* **P. M. Smith,** *coach cleaner;* **J. A. Stockburger,** *locomotive engineer;* **J. Valencia,** *laborer;* **B. M. Weeks,** *steno-clerk;* **C. A. Winslow,** *engine foreman.*

COTTON BELT: G. C. Evans, *telegrapher.* **Pensioners: J. P. Blanco,** *agent, Shreveport;* **A. L. Corley,** *brakeman;* **R. Walton,** *laborer.*

NORTHWESTERN PACIFIC: Pensioners: C. R. Hiatt *and* **C. E. Poole,** *locomotive engineers;* **J. J. Stornetta,** *laborer.*

SAN DIEGO AND ARIZONA EASTERN RAILWAY: Pensioners: L. A. Barnes, *foreman;* **J. L. Green,** *trainmaster;* **D. Little,** *conductor.*

OTHERS: Pensioners: R. E. Taunton, *assistant terminal manager, PMT, Memphis;* **J. A. Earnest,** *assistant stationmaster and* **C. W. McVay,** *janitor, both with LAUPT;* **C.T. Jeffries,** *conductor, Petaluma & Santa Rosa Railroad.*

A Safety Break About Brakes

Meet Norman.

He's your average railroader. Well, not exactly. When Norman makes a mistake, the earth shakes and a powerful voice from out of nowhere speaks to him.

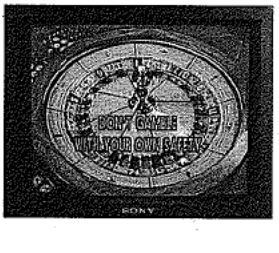
Norman's way of doing things gambles with his safety.

"C'mon, Norman," the "other" voice says to him as he uses both hands to tighten a hand brake, "give me a break. You could hurt yourself that way."

"Operating Wheel Type Hand Brakes," a new safety videotape produced by SP's Audio Visual Center (see related story on page 17), takes a light-hearted look at the importance of safety on the job.

Unlike its title, which could put you to sleep, "Operating Wheel Type Hand Brakes" is a fun, refreshing reminder about a few simple rules to protect employees from injuries when setting or releasing wheel type hand brakes. Division officers are showing the videotape to Operating employees throughout the system.

It's educational and entertaining. It makes its point and makes you smile. And surely, the next time you climb aboard a boxcar to set the hand brake, or observe someone else about to do it, you'll think of Norman.



Hand Brake Rules

Follow these rules when setting wheel type hand brakes:

1. Always use proper body mechanics: knees bent—always use your arm and leg muscles, never your back.
2. Report any defective brake.
3. Make sure the brake is set to the "on" position.
4. Keep your left hand on the hand hold and use your right hand to turn the hand brake in a clockwise direction until all the slack is taken out.
5. Give short pulls on the rim of the wheel until the brake is applied.
6. Always keep your hand on the outside rim—never around the spokes.

To release the hand brake, first determine what type you're using.

1. Newer hand brakes can be gradually released by turning them in a counter-clockwise direction. Or a simple pull of the handle will completely release the brake and automatically reset it to the "on" position.
2. If the hand brake has a release lever on top, it can be gradually released by turning it in a counter-clockwise direction. But for a full release, flip the lever to the "off" position.
3. A few older type hand brakes are also released with a top lever. On these, the wheel will spin automatically when released, so it's important to keep your hand and fingers clear.
4. Other hand brakes do not have a release lever. To release, turn the wheel in a counter-clockwise direction.

Southern Pacific Bulletin
One Market Plaza
San Francisco, CA 94105

Moving? Please report changes of address on form C.S. 2520 (available from your chief clerk) and send to Supervisor, Personnel Services, Southern Pacific, One Market Plaza, San Francisco, Calif. 94105.

Bulk Rate
U.S. Postage
PAID
Southern Pacific

[redacted]